

WEST POINT PARK

Mrs. William Zwahlen,
Phone 227F3

Mr. and Mrs. Earl Wolfe and two sons, Morris and Kenneth, will move to Nashville, Friday to visit the latter parents, Mr. and Mrs. Keyes.

West Point Park ball team defeated Selfridge Field Flyers last Sunday afternoon, 5 to 2.

An army aviator made a parachute jump from a height of about 2,500 feet Sunday afternoon, corner Seven Mile and Middle Belt roads. Crowd was so large the traffic was held up on both roads.

Emerson Ault attended a banquet at Dye's Inn Saturday evening, given by the executive officials of Evans Auto Loading Co. Next Sunday is Children's Day. A program is being prepared by the children under the auspices of Mrs. Earl Wolfe and Miss Tinsley.

Mr. and Mrs. Edward Stomach will and family left Tuesday night for a motor trip, stopping at Belaire, O. and Pittsburgh, Penn. They expect to be gone about three weeks.

Through the efforts of Mrs. C. Meyer, starting July 16th, the mail boxes can be placed in front of the homes on Farmington road, for the delivery of their mail.

Mrs. Laura Davis and friend, Mr. Lovett of Detroit, were guests of Mr. and Mrs. William H. Zwahlen, Tuesday evening.

There will be a box social Friday evening, June 8 in the Community Hall, given by the Pierston baseball team, the proceeds

to go toward buying new uniforms for the team.

Charles Jacobs, who makes his home with his grandson, Lucian day Thursday, May 31. Relatives Gilbert, celebrated his 80th birthday and friends from Detroit came out to wish him "Many happy returns."

Mr. and Mrs. Will Sheets and family from Columbia, Ind., returned home Monday after a week's visit with the former's sisters, Mrs. Homer Coolman and Mrs. Russell Ault.

Mrs. Frank Smith, who has been ill for some time, was taken to the hospital at Ann Arbor last Thursday, and underwent an operation. We all hope for a speedy recovery.

Mr. and Mrs. Charles Decker and son, Joseph, Mr. and Mrs. Arthur Stanley and son, Robert, of Detroit, were the Sunday guests of Mr. and Mrs. William Zwahlen.

One account of Mrs. Gunn's children having the measles the Ladies' Community Club met at the home of Mrs. William Zwahlen Wednesday, June 6th. Quite a large number were present.

It may be the women pays and pays and pays, but let when she puts her husband's name at the bottom of an installment contract.

Many a man's reputation for truthfulness goes lame when he begins to say things about himself.

So few attain that nice balance midway between inferiority complex and swellhead.

NORTH FARMINGTON COMMISSIONERS

Mrs. Erskine Evans,
Phone 229

Mrs. D. B. Clappison of Easton, Penn., and Col. C. Smith and wife of Allentown, Penn., drove here for a few days' visit with Mr. and Mrs. John Clappison and family of Greening boulevard.

Mrs. George Howe is driving a new Pontiac coach.

Mrs. Fred Staebler and Mrs. Paul Kempf of Ann Arbor had Friday luncheon with Mrs. J. B. Bullis and her daughter, Gertrude.

Mr. and Mrs. Clayton Stokes and family have moved out of the George Merritt house on Orchard Lake and 13-Mile roads. Mr. and Mrs. Merritt are expected back in the near future.

Hans Hafemeister is having a new home erected on the lot where his former residence stood when it was destroyed by fire on January 22.

Virginia Mitchell attended the party given by Doloris Darwin on Tuesday. The occasion was Doloris' twelfth birthday.

Fire of an unknown origin completely destroyed the residence of John Ryel, whose farm is located on the 13-Mile road. Mr. and Mrs. Ryel with the aid of neighbors were able to save some of their furniture. They have moved into the Lucy Gourley house a mile west on the 13-Mile road.

The Oakland Heights Improvement Association held its first meeting since the election of the new officers on Wednesday in the Isaac Bond school auditorium.

Mr. and Mrs. Roy Kresason and family have moved to Lansing, where Mr. Kresason has been employed for some time past.

Mr. and Mrs. J. B. Bullis motored to Ann Arbor on Sunday in their new Pontiac.

The second Wednesday of the month is the regular meeting day for the Ladies' Community Circle. Mrs. Frank Walters spent a few days with friends in Northville.

About 65 guests of the Noble School District No. 6 gathered at Mr. and Mrs. George Schulkins' home last Friday evening to bid farewell to Miss Jensen and Mr. Meehan, teachers of that school. Mr. Wilkinson acted as toastmaster and presented Miss Jensen a beautiful leather purse, a gift from her pupils, and Mr. Meehan received a belt and neckties. Both parties leave the district with the best wishes for their future success.

Mr. and Mrs. Bert Clarke have moved into the Peter McVean house, corner Switzer and the 13-Mile road.

Elmer Shaw and family are the new tenants on the Charles Halsted farm.

Stevenson, Tuttle, Eaman & Long, Attorneys,

223 First National Bank Bldg.,

MORTGAGE SALE—Default having been made in the terms and conditions of a certain mortgage made by Robert Corder, a single man of Detroit, Wayne County, Michigan, mortgagee, to George W. Duell, of the same place, mortgagee, dated the twenty-second day of December, A. D. 1927, and recorded in the Register of Deeds for the County of Oakland, State of Michigan, on the twenty-ninth day of December, A. D. 1927, in Liber 599, of Mortgages, on page 478-9, on which mortgage there is claimed to be due, at the date of this notice, for principal and interest, the sum of \$140.14, four hundred and fourteen cents, and all interest thereon at six per cent, and all legal interest thereon, including the attorney fees allowed by law, which said mortgage is described as follows: "Lot numbered 1781 one hundred and seventy-eight, of Oakland Township, being part of the northwest one-quarter of the Southwest quarter of section eleven (11), Town four (4) North, Range eleven (11) East, containing more or less, in the 18th and 19th, Oakland County, Michigan."

Dated, at Detroit, Michigan, May 17th, 1928.

By BESSIE M. GARNER, Attorney for Mortgagee.

12544 Woodward Avenue, Highland Park, Michigan. *Aug. 9

COMMISSIONERS PROCEEDINGS

Regular meeting of the Commissioners of the City of Farmington, held June 4, 1928.

Called to order by Mayor Butterfield at 7:50 p. m. Commissioners present: Hoyle, Johnson, Glidemeister, and Bickling.

Minutes of the meeting of May 23 read and approved. The following bills were approved by the Auditing Committee:

Good Service Station	\$4.11
Park Garage	\$1.25
Park Post	\$1.25
Farmington Lumber & Coal Co.	\$14.55
Oliver Russell	\$1.25
Evans Tire Shop	\$2.25
N. J. Eisenberg & Son	\$4.77
Auto Shop	\$1.25
Northville Sand & Gravel Co.	\$12.50
Michigan Liability Co.	\$17.50
Commercial Service Bureau	\$1.25
Bell Telephone Co.	\$1.25
Commercial Machine Co.	\$12.00
Gregory, Mayer & Thom	\$10.75
Pioneer Chemical	\$1.25
Crane Co.	\$1.25
A. J. Lalag	\$1.25
C. F. Fend	\$1.25
Farmington Enterprise	\$21.75

Motion made by Hoyle, seconded by Johnson, that bills be paid as read. Carried.

The 1928 Budget was considered item by item. Moved by Hoyle, seconded by Johnson that the following be recommended for approval and filed with the Clerk: also that the tax for 1928 be raised \$47,335.36. Carried.

Notes payable	\$2000.00
Sinking fund	\$2000.00
Money needed to complete fiscal year	\$2000.00
Interest on bonds and notes	\$2262.22
Interest on bonds and notes	\$2262.22
Paid to Public Works	\$2262.22
Ass't. Supt. of Public Works	\$2262.22
Police department	\$2262.22
City Clerk	\$2262.22
City Treasurer	\$2262.22
City Assessor	\$2262.22
General fund	\$2262.22
Payment on new fire engine	\$2262.22
Sidewalks	\$2262.22
Streets	\$2262.22

Commissioner Hoyle made a report on the pending situation and told of the plan adopted at Northville. Mayor Butterfield appointed John Schulte as additional member of the charter revision committee.

Ordinance C-28 placed on its first reading and read.

Mayor Butterfield appointed a committee on police matters consisting of Glidemeister, Hoyle and John Schulte. Received subject to call.

N. H. POWER, City Clerk.

So very many have been doing five days' work and scattering it over six days.

PENNIMAN-ALLEN THEATRE Northville

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Elimination of Pullman Surcharge Will Involve Loss of \$40,000,000 to Railroads and Will Shift the Burden Upon Those Who Do Not Enjoy the Service

THE Senate Committee has reported out favorably the Robinson bill eliminating the Pullman surcharge. This action, while apparently a popular one, is class legislation and as such is bound to involve losses not only to the railroads, but to the traveling public who ride in the day coaches and to a number of communities that now enjoy sleeping car service.

TO the Railroads, it involves immediately a loss of \$40,000,000 in revenue annually, which will have to be made up somehow. The surcharge is the only revenue that the railroads get for the hauling of the heavier equipment and the incidental special service of parking the equipment at the stations and in coach yards. In fact, the railroads have always had to pay to the Pullman Company a certain small charge for the mileage of each Pullman car and besides a guarantee of a certain minimum of return covering a period of years. All of the returns for berths, etc., go to the Pullman Company excepting the surcharge.

THE surcharge was found necessary by the United States Railroad Administration. Its continuance has been recommended by the Interstate Commerce Commission after an exhaustive study of the entire question of passenger train returns.

THE Pullman sleeping car after all is a hotel on wheels. It provides an unusual service. It represents a heavy investment per passenger. The berth charge and the surcharge of 50 per cent (which latter is the only revenue the railroads derive from this high class service) together, are not out of line with the charge for a room in a modern high class hotel.

SINCE the Pullman sleeping car passenger enjoys greater comfort than does the passenger in the day coach, he should expect to pay for the added comfort. The Pullman passenger is allotted two and one half times as much space as the person riding in the day coach. The car weight per passenger of the average day coach—assuming that it is filled—is about 6,800 pounds. The car weight per passenger of the average Pullman sleeping car—assuming that sleeper is filled—is about 12,260 pounds. The cost to the railroad of hauling a sleeping car passenger is, therefore, approximately twice as much. Should not the sleeping car passenger pay for these additional privileges to the passenger and the obligations devolving upon the railroads?

ANOTHER illustration: The sleeping car lines to Michigan resorts in summer and to Florida or California resorts in the winter, are seasonal movements. The travel is all in one direction, which means that the return movement is an empty one.

RAILROADS have only two main sources of income—passenger revenues and freight revenue.

THE wiping out of \$40,000,000 annually in passenger revenues involved in the abolition of the surcharge on Pullman fares must inevitably do one of three things—

1. Result in cutting down of passenger train service now provided by American Railroads;
2. Restricting sleeping car service on the less prosperous lines;
3. Or, shifting the burden of the loss upon the shippers of freight.

ANY one of these expedients is unfair to the general public, that section who ride in the day coaches.

IT is a good principle of business at all times to require the person who enjoys a special service to pay for that special service.

THE Pullman surcharge requires just that.

THE abolition of the surcharge, therefore, constitutes class or sumptuary legislation, which is not desirable in this day and age.

THE railroads do not object to governmental regulation by the proper tribunal—the Interstate Commerce Commission—constituted to deal with the transportation industry exclusively.

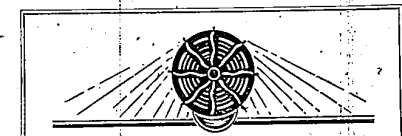
WRITE your senator or congressman to-day protesting against this uneconomic and unfair measure.

MICHIGAN RAILROAD ASSOCIATION

Charles G. Eddington

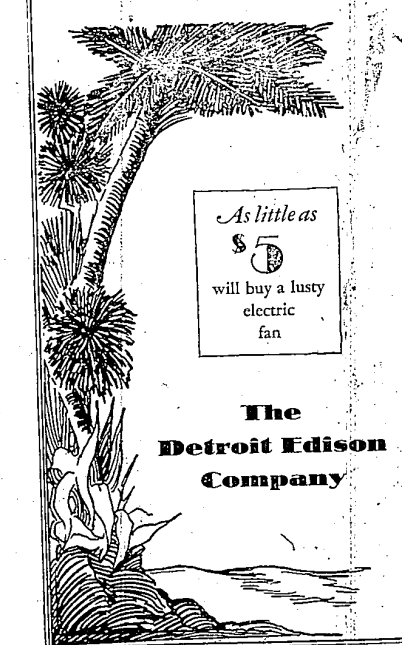
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The
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Company

By BESSIE M. GARNER, Attorney for Mortgagee.
12544 Woodward Avenue, Highland Park, Michigan. *Aug. 9